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Final Conversions Mark Mohawk Turning Point

Stuart Awaits Congress Okay On OV-1 Modernization Program

The future holds a lot of questions for the Mohawk program at Stuart Operations in Florida.

Known as "Mohawk Country," Stuart Operations has been heavily involved with the Army's OV-1 Mohawk program for over 18 years. At the end of June, the U.S. Army issued its final contract for the conversion of older OV-1Bs into the latest OV-1D configuration.

The Army contract will carry conversion work through 1986. "This contract represents the achievement of a milestone, not the end of the Mohawk program at Stuart," says Bob Watkins, vice president and general manager of Stuart Operations. "The Mohawk will stay in the Army's active inventory until the year 2000."

The versatile Mohawk has been serving as the backbone of the Army's battlefield surveillance force for 25 years. Its longevity is attributed to its rugged Grumman Ironworks airframe and its adaptability to change. Packed with the latest sophisticated radar and infrared systems, the OV-1D is expected to serve battlefield commanders through the mid-Nineties.

Grummanites have been converting Vietnam-vintage Mohawks since 1973. Sooner or later, the Army would run out of older versions that could be updated to the "D" models. From 1960 to 1970, Grumman built 380 Mohawks; 153 are still in active service.

Upgrading and converting older Mohawk models into OV-1Ds results in newly manufactured aircraft except for the airframe. All wiring is replaced and such systems as landing gear and de-icer boots are stripped off and replaced with new components. Airframe structures and skin are inspected for fatigue and corrosion. The inspection includes every rivet. The entire procedure takes 11 to 12 months.

Stuart also performs routine overhauls on OV-1Ds. An overall usually takes about six months; not all wiring and components are stripped from the aircraft.

The final conversion contract calls for four "B" versions with side-looking airborne radar (SLAR) to be updated to the "D" package which features interchangeable infrared sensors and SLAR pods, new flight and navigation systems and a panoramic camera.

The latest Army announcement has no bearing on the ongoing Program Aircraft Restoration (PAR) effort in which Mohawks are brought to Stuart for overhaul. All totalled, Stuart will perform $14-million worth of Mohawk work this year.

How the cutback in conversion work will affect the Mohawk workforce at Stuart depends on other OV-1 projects now under consideration.

One such development is the modernization program. "If Congress approves the budget, we'll start bringing back 59 aircraft for modernization," says Watkins. "In particular,

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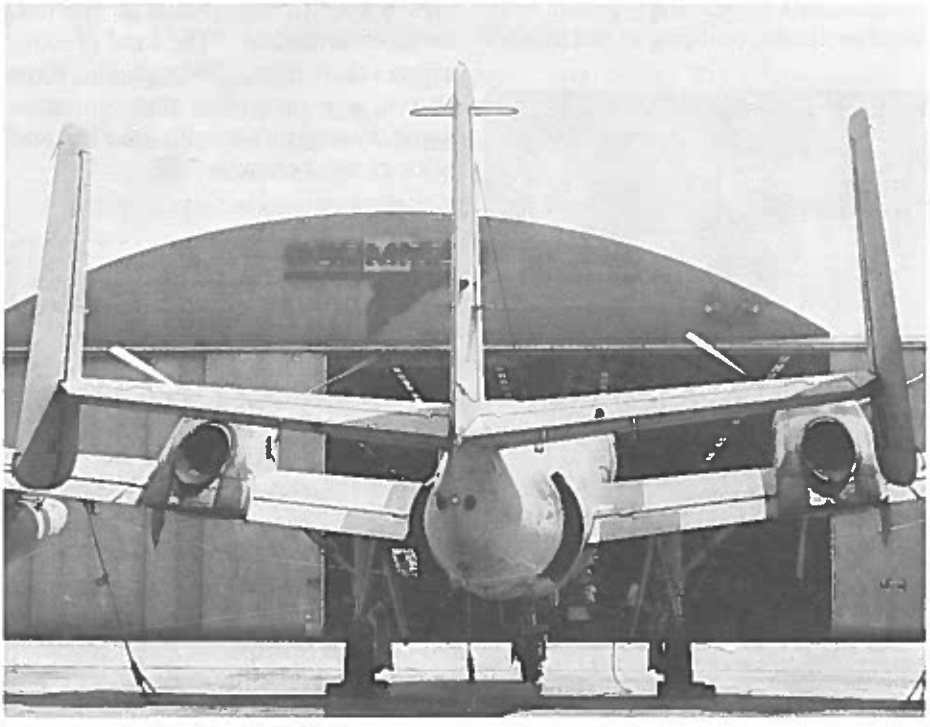

The Grumman OV-1 Mohawk has been serving as the backbone of the Army's battlefield surveillance force for 25 years.

Ten Earn Navy Award For Extra Effort

Joe Popolo found ways of making Navy acceptance tests more efficient and cost-effective. Ted DeMund established the Readiness Impact Corrective Action Team on the E-2C program. Bernie Beal suggested a switch to more reliable threaded fasteners to eliminate FOD (foreign object debris).

Popolo, DeMund, Beal and seven other Grummanites made a special individual effort to improve the products Grumman makes for the Navy.

For their extra effort, they received the Navy's Reliability, Maintainability & Quality Assurance Award (RM&QA). The winners and their program heads were honored at a special luncheon and presented certificates and pewter statuettes depicting the "individual sailor," on June 25.

"The individual sailor was chosen as the model for this award because he is the one who benefits directly from the efforts of individuals like those being honored here today," said Capt. Edward Stacy, assistant deputy chief of Naval Material for RM & QA.

Capt. Stacy presented the awards to the group and thanked them and Grumman for aiding the Navy in its ongoing efforts to achieve 100 percent fleet readiness.

"We are very big believers in reliability by design. The individuals being honored today, however, have gone beyond that requirement to add to and enhance the reliability and maintainability of Grumman's products in the field," said Capt. Stacy.

"When a sailor works all day and night getting an aircraft ready for a mission, nothing is worse for his morale than to have the pilot of that aircraft come back and say he was unable to perform his mission because of some equipment failure," said Stacy.

If the Navy is to achieve the 100 percent readiness of its fleet, he said, it must be able to rely on the products that it purchases from companies such as Grumman.

"Today, with all the increasingly complicated technology going into those products, building in that kind of reliability and maintainability has become more difficult and even more important," he noted.

The 10 awards cover a broad range of Grumman programs and disciplines. Grumman proposed a total of 10 nominees to the Navy, all of whom were accepted. Each of the winners was selected by a committee of corporate management.

The winners were: Popolo, Demund and Beal, from Engineering; Irwin Fishberg, ILS; J. Ron Payne and Robert Anderson, Field Operations; Martin Hopek and Charles Spencer, Corporate Quality & Safety Operations; Keith Stevens and Steve Huey, Aircraft & Marine Programs.

"I am particularly gratified to see that after participating in the RM & QA program for our first year, Grumman has 10 individuals receiving the award," said Renso Caporali, president of Aircraft Systems.

Caporali added that the award was especially significant because it honores a specific individual for his personal contribution. "The kind of extra effort that these individuals have shown is what makes the Grumman name synonymous with quality and pride in workmanship." ■

Capt. Edward G. Stacy, assistant deputy chief of Naval Material, and Renso Caporali, president of Aircraft Systems, presented Navy citations and pewter sailor statuettes to 10 Grummanites for their extra efforts in reliability, maintainability and quality assurance. At the awards luncheon were: (L to R) Steve Huey, Caporali, Robert Anderson, Joseph Popolo, Charles Spencer, Bernard Beal, Irwin Fishberg, J. Ron Payne, Martin Hopek, Ted DeMund, and Capt. Stacy. Award recipient Keith Stevens was unavailable for photo session.

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Norine Lyons
Manager — Internal Communications — Ext. 53720

Kathleen Housley
Editor — Ext. 53293

Associate Editors
Mike Perangelo — *Ext. 58999*
Joe Pititto — *Ext. 55119*
Bob Sample — *Ext. 55118*
John Vosilla — *Ext. 55118*

Bernadette Gately
Editorial Assistant — Ext. 54334

Mrs. William Schwendler and Grumman Chairman Jack Bierwirth unveiled a commemorative plaque at the dedication ceremony of the new William T. Schwendler Engineering Development Center on June 25. Also in attendance were Grumman President George Skurla (2nd R) and Executive Committee Chairman Joe Gavin (R).

New Schwendler Building Dedicated To Engineering Excellence

Friends and family of Bill Schwendler and some 200 Grummanites attended the dedication ceremony of the William T. Schwendler Engineering Development Center on Wednesday, June 26.

Mrs. William Schwendler and Grumman Chairman Jack Bierwirth unveiled a special commemorative plaque that will be placed on the new engineering development building.

On the bronze plaque is written: "William T. Schwendler 1904-1978. This Engineering Development Center is dedicated with gratitude and affection to Bill Schwendler, whose commitment to excellence never waned. A founder of our company and an outstanding aircraft designer and executive, he was a friend and mentor to many who followed in his footsteps."

Formerly known as Plant 14, the new Schwendler building houses some of the most advanced equipment and engineering technology in use today.

Keynote speaker was Grant Hedrick, a former member of the board of directors and a retired Grumman Aerospace senior vice president. "Today, for the first time, Grumman is naming a building after one of the members of that brave little band that founded the company," said Hedrick. "This man was an essential element in making Grumman what it is today – an exceptional engineering company. This honor is fitting, because Bill Schwendler was a truly exceptional engineer."

Greyhound Flight Tests Underway At Pax River

The Navy is putting the Grumman C-2A Greyhound to the test this summer.

On June 19, Greyhound number 20, the first Reprocured C-2A carrier onboard delivery aircraft, arrived in Maryland for three months of flight tests by the Navy.

The Flying Quality and Propulsion evaluation (FQ&P) is being conducted at the Patuxent River Naval Test Center, which is more popularly called Pax River.

"The Reprocured C-2As have uprated engines compared to the fleet C-2A's," explains John Stark, deputy director, Development. "Because these engines have more horsepower than the original C-2A engines, the Navy wants to evaluate the effect of the engines on aircraft flying qualities." The Greyhound utilizes the same engines as the E-2C Hawkeye.

Navy pilots will fly all the Pax River tests, and a team of seven Grummanites is there to support the aircraft. Grumman pilots will participate in the carrier suitability tests.

To date, three C-2As have been delivered. Stark says that aircraft number 22 was delivered to the Naval Air Station in Norfolk, Virginia, in early July.

Obituaries

Robert Cozzette, Business Office Personnel, Plant 2, died June 15 at the age of 53. He had been with the company since 1951 and resided at 52 Albermarle Ave., Huntington Station, N.Y.

Richard D. Sprague, Flight Acceptance, Plant 77, died June 15 at the age of 53. He had been with the company since 1968 and resided at 6805 South West Gains Ave., Stuart, Florida

Wilton Wells, Maintenance, Plant 12, died April 30 at the age of 58. He had been with the company since 1965 and resided at 55 Woodside Ave., Freeport, N.Y.

Shirley A. Rowe, Electrical Subassembly, Plant 77, died May 2 at the age of 52. She had been with the company since 1972 and resided at 301 Easy St., Ft. Pierce, Florida.

Mohawk Program Reaches Milestone

(Continued from page 1)

we'd be updating the electronic systems that are no longer supportable in the field."

Watkins says that this modernization program could last four or five years and would bring manpower requirements back up again at Stuart.

Because the last conversion contract carries work through the latter part of 1986, a 1985 approval of the OV-1 modernization program is critical. "Grumman could then move into the modernization program relatively smoothly, beginning work in 1987 or 1988."

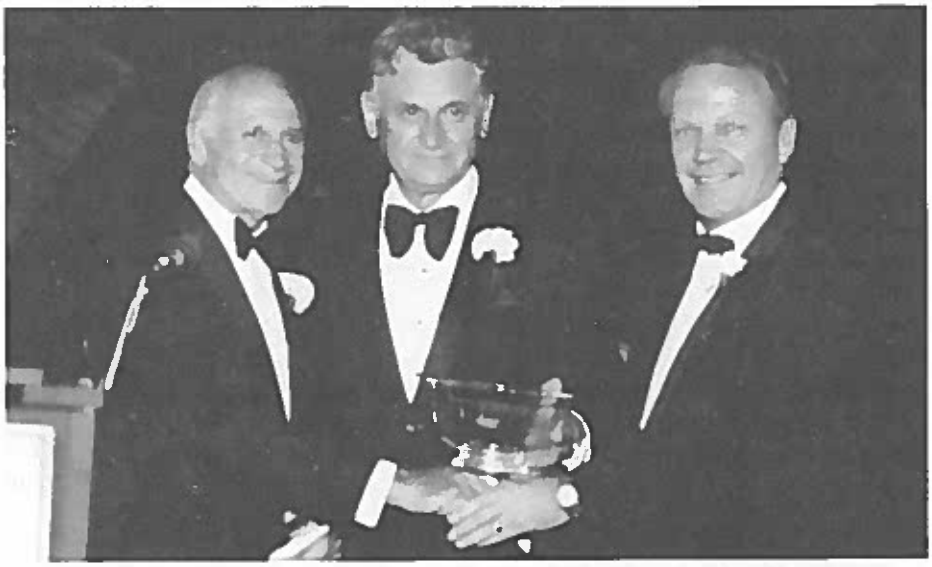
It's important to the Army to keep Stuart as its "Mohawk Country," too. "Stuart is the Army's only depot-level facility for fixed-wing aircraft. Considering that the Army plans to use the Mohawk through the year 2000, it is necessary to have a depot-level facility operating for repairs and overhauls. If the Mohawk contracts were to disappear entirely, this capability would be jeopardized."

Like the Tomcat, Intruder, Prowler and Hawkeye, the Grumman Mohawk has proved its toughness and adaptability to an ever changing combat environment.

The Mohawk, a twin-prop, two-place aircraft, was first delivered to the Army in September 1960. It proved its battle worthiness over the jungles of Vietnam. More recently, the Oregon National Guard has been using Mohawks for the past five years to monitor Mount St. Helens.

PINY reunion picnic

On Wednesday, September 18, the Polytechnic Institute of New York (PINY) will sponsor its first annual Grumman-PINY Alumni picnic at McKay Field. For more information, contact Leo Esnes Jr., Ext. 51740.



Over 800 people were aboard the Intrepid Museum in New York City on June 14 to honor Grumman President George Skurla, the first recipient of the Intrepid Foundation Award. Zachary Fisher (L), chairman, board of trustees, Intrepid Museum Foundation; and Robert F. Daniell (R), president of United Technologies, presented the award to Skurla.

Intrepid Founders Salute Skurla

The Intrepid Sea-Air-Space Museum honored on June 14 Grumman Corporation President George Skurla as its first recipient of the Intrepid Foundation Award. Skurla received the award at the Intrepid Founders dinner dance, held aboard the floating aircraft carrier museum.

The award will be presented annually to an individual who has shown outstanding leadership in business, industry, government or education.

Funds raised by the dinner dance will be used for further restoration of the Intrepid Museum, harbored in New York City.

It's Picnic Time, Get Tickets Now

The 44th Annual Grumman Family Picnic is only two weeks away. No tickets will be sold at the Calverton gates on July 27th, so remember to pick up your tickets at your local Employee Services (ES) office early.

Admission is $5; children under the age of 12 are admitted free. Because of the increased number of non-Grummanites attending the picnic in recent years, an important new rule is going into effect. "No car will be permitted in the gate without someone showing a badge first," says Chet Baumgartner, ES director.

This year, Grumman picnickers are asked to remember the less fortunate on Long Island. A food drive is being co-sponsored by the Long Island Regional Food Bank and the Grumman Employee Contribution Council at the picnic. Grummanites are asked to bring cans of high protein food – such as peanut butter, soup, and tuna fish – to the picnic. These cans, collected when they arrive, will be stored by the Food Bank for distribution to Long Island's hungry.

Though the picnic officially starts at the 10:30 flag raising ceremony, a lot of picnickers arrive early to set up their picnic site in the shade of the pine and oak trees. For early risers, the gates open at 8 a.m.

Overseas Effort Completed In Record Time

Grumman Team Outfits Midway With Latest Test Equipment

The word went out in early 1983: the *U.S.S. Midway* aircraft carrier was not going to be mothballed after all. It would be recommissioned in June 1985. When the news reached the ILS Program Management staff, they knew they would have to act fast.

The only U.S. carrier with its home port outside of the U.S., the *Midway* is based in Yokosuka, Japan, and patrols the Indian Ocean. "Outfitting the *Midway* with latest automated test equipment – miles from the U.S. – presented a number of challenges for Grumman," says Bob Schwarz, E-2C ILS program manager.

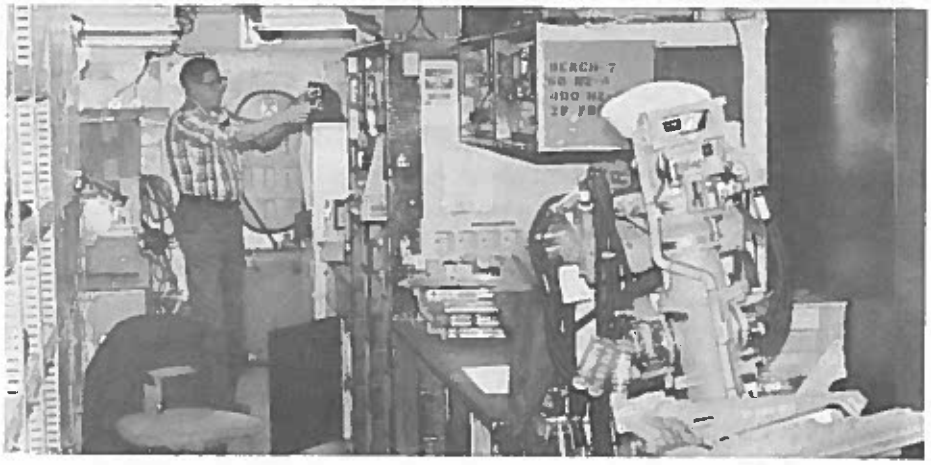
Four E-2Cs were to replace the carrier's older E-2Bs. The newer Hawkeyes required support equipment that the older planes didn't.

Since the *Midway* was originally scheduled for the mothball fleet, no provisions for the automated test equipment had been made. And, when the Navy re-instated the *Midway*, the E-2C support equipment used by other carrier groups was out of production.

Grumman's CAT IIID (computerized automatic tester) and RADCOM (radar communications) systems were logical choices for the job. But these two support systems had to undergo extensive modifications to keep up with carrier specifications for the modernized E-2C.

Joined with test program sets (TPS), CAT IIID and RADCOM check out and isolate faulty electronic equipment in the E-2C's advanced radar, communications, computer and display systems.

"The *Midway* job called for the CAT III system to handle twice as much as it had in the past, and the RADCOM to handle five times as much," says Ron Yaconetti, assistant E-2C ILS program manager. "And all the time the clock was ticking. Normally the engineering alone to design test program sets of this magnitude would take four years to develop, but we only had two."



(top left) Field Ops. rep. Bill Towles and ATE reps Paul Moody, center, and Rudy Barrow, right, review Radcom specs. (top right) A team of Japanese civilians assists Grumman in installing equipment. (Bottom) E-2 ILS Engineer Ray Neubeck on inspection during installation.

Everything had to be assembled in the U.S. and then shipped to Japan for final installation and testing aboard the carrier.

"On-site installation of a system like this often takes up to five months in the U.S. with help and equipment nearby," says Yaconetti. "In Japan, we didn't have that luxury. The carrier was set to be launched in late June and we had to be ready. Under these time constraints, we had to get it right – down to every last little part – the first time."

Twelve Grumman engineers were dispatched to Japan in March. Four thousand cubic feet of equipment was trucked from Bethpage to MacGuire Air Force Base in Southern New Jersey, where it was loaded aboard a C-141 cargo plane. The airlift arrived in Japan on March 23 and work began. By June 9, the Grumman team, assisted by Navy personnel and Japanese civilians, had successfully completed the installation.

"The extraordinary efforts to meet the demanding delivery schedule of the *U.S.S. Midway* E-2C aircraft reflect the professionalism and dedication of the Navy/Grumman team," says Vice Admiral James Busey, Commander, Naval Air Systems Command. "Through these efforts, the capability of the *U.S.S. Midway*, in particular, and the Navy, in general, has been enhanced."

All challenges met, the carrier was launched on schedule on June 23, and is currently cruising in the Far East. ■

Hiding Takes More Than Olive Drab Paint

Grumman Developing Camouflage Technologies For The Military

Despite the many technological changes to the equipment that a modern army would take onto the field of battle, one thing never changes – the need to conceal that equipment from the eyes of the enemy.

Camouflage was once as simple as painting everything olive drab. But in today's world of sophisticated radars and infrared target detection systems, the art of camouflage is fast becoming a high-tech science.

"Camouflage has become increasingly important to the military due to the increased sophistication and cost of their equipment. As such, camouflage has become big business for military contractors," says Dr. Jonas Bilenas, Countermeasure projects manager for Grumman's Advanced Development Department.

Grumman has worked with the Army on camouflage research for the past four years. The work is part of an incrementally funded Basic Ordering Agreement (BOA) contract issued by the Army Troop Support Command's Belvoir Research and Development Center in Belvoir, Virginia.

"Our job is to help the U.S. Army develop and evaluate infrared and radar camouflage systems for military vehicles and field equipment," Bilenas explains.

In this joint research effort, Grumman has assisted the Army in a number of special flight tests designed to evaluate the effectiveness of existing infrared and radar camouflage systems. The tests used such target vehicles as tanks, armored cars and small trucks, each operating with and without standard camouflage netting.

An Air Force/Grumman EF-111 electronic warfare aircraft with Grumman's Pavemover radar system, was used in the tests which were conducted at the Army's White Sands, New Mexico test site.

A similar radar test used an Army/Grumman Mohawk outfitted with Side Looking Airborne Radar and a Mohawk using a Downlooking Infrared Scanner system at Ft. Devens, Massachusetts.

The information provided by all three tests was analyzed by Grumman and submitted as reports to the Army. "They are being used to define the limitations of current camouflage systems, and thereby establish the requirements for future camouflage systems," notes Bilenas.

Fred Berger, deputy director of Advanced Development, says that Grumman already has a backround of information applicable to the camouflage tests. "We have designed and developed radar and infrared countermeasures systems for our own aircraft," says Berger. "We can adapt that

experience to the field of camouflage, and give the military the technical support it needs."

Grumman has a patent for Background Thermal Matching Camouflage. It is designed to provide infrared concealment of a heat generating target regardless of the environment. "The system is designed to match the 'thermal signature' – the distinct heat pattern given off by a tank, truck, generator or some other piece of equipment – to the thermal signature of its background. We make the target blend into its surroundings – that is the definition of camouflage," says Bilenas.

Grumman is also working on another Army camouflage contract, this one for Air Force application, under a larger USAF program entitled Airbase Survivability (ABS). Grumman's ABS contract is for infrared, radar and visual concealment of aircraft parked on a tactical airbase.

"The object is to impede the detection and recognition of our parked aircraft by a potential threat – enemy bombers for instance," says Bilenas.

Conventional camouflage systems, he notes, such as those studied in the BOA program, are designed for use on smaller vehicles. In the case of airplanes, a larger system must be built. It must be mobile, quick and easy to assemble and disassemble. In addition, the structure must be shaped so that the aircraft can get in and out quickly for flight operations.

Since mobility and easy construction are primary concerns, weight is an important factor. "To keep the weight of the system down, we are looking at the use of some composite materials. Though a camouflage system made of composite materials may be more costly, cost is less of a concern because the targets themselves – the aircraft – are so expensive," Berger points out.

As part of the ABS contract, Grumman will build a quarter-scale working model demonstrator. Delivery of the model is scheduled for sometime this summer. ■

Part of a $10 million plant renovation, the new wing for Plant 31 will house the Environmental Control System Test Lab beginning in early 1986.

Lab's Future Is Set In Concrete

The new addition to the Environmental Systems Test Center (ESTC) in Bethpage is beginning to take on a more concrete form.

Supported by intricate mazes of steel scaffolding, the thick wooden casings were removed earlier this month, revealing the new Plant 31 wing's cement columns, walls and floors.

Part of a $10 million renovation of the entire plant, the new wing features 10,000 square feet of additional space, consisting of a ground floor and mezzanine. The entire remodeling is slated for completion in mid 1986.

The new addition will house test cells, compressors and test rooms for the Environmental Control System (ECS) Test Lab.

The ECS laboratory handles test work for all major aircraft programs – many times using equipment that is close to 25 years old. The new equipment and expansion is necessary to support the F14D and A6F development programs, as well as future programs and growth.

"Expansion of Plant 31 is going to enhance our ability to support advanced aircraft programs in a much more competitive way," says Doug Koubek, section head of Systems Test and ESTC manager. "Our current equipment, while good in its time, simply cannot support some of our newer aircraft programs."

The Environmental Control System Test Lab staff studies the effects of air distribution to various compartments within the aircraft.

On an airplane, ventilation and cooling is achieved by directing air coming off the engine through the valves and pipes to its respective control equipment. In the lab, compressors are used to simulate these conditions.

The center's other facility is the Environmental Test Lab, which examines the effects of the total environment – vibration, altitude, temperature and humidity – on aircraft and space vehicle parts. Remodeling is also taking place in this section of the center. ■

Service Milestones

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Joseph F. Horvath, Sub. Assy. (1)
John O. Schiess Jr., Elect. Fab. (1)
Charles A. Anderson, Inv. Rel. & Cont. (1)
James V. Gatto, Prod. Rel. & Anal. (1)
Charles P. Mongelli, Mfg. Prog. Mgmt. (1)
Walter G. Summers, ILS Res. Cont. (1)
Felipe F. Martinez, Tech. Reqmts. (1)
Dominick Guzzo, Cont. & Mech. (1)
Lawrence Mannino, Small Parts Fab. (2)
Alvin Walk, Pride Line (2)
Richard J. Connelly, Sub. Assy. Maj. (2)
Robert L. Duffy, Fusc. Joining (2)
Spencer A. Schemel, Fuse. Joining (2)
Kenneth R. Good, Hull Assy. (2)
John F. Nolan, Mat'l. Offsite Supt. Cont. (2)
Ralph E. Classen, Inv. Rel. & Cont. (2)
Joseph L. Hinton, Prod. Plann. (2)
Terry L. Aderhold, Mfg. Mgmt. (2)
Harry R. Parsloe, Mach. Shop (2)
John Neznamy, Form Block (2)
George G. Smith, Cutter Grinder (2)
Nannie R. Washington, Cap. Monit. & Cont. (2)
Salvatore A. Rubino, Mfg. Prod. Cont. & Mgmt. (2)
James A. Jack, Conv. Mach. (3)
Adolph Marinucci, Small Parts Fab. (3)
Peter Fass, Assy. (3)
Willie Bishop, Assy. (3)
Dennis J. Murphy, Maj. Assy. (3)
Thomas J. Lento, Maint. (3)
Warren Bush, Sys. Test/Flt. Integ. (4)
John Koszeghy, A/C Prog. (4)
Robert J. Roth, Final Assy. Struct. (5)
Samuel H. Ladson, Supt. Equip Prod. (5)
William J. Treschl, Model Shop (5)
Harold E. Groom, Model Shop (5)
Richard A. Smith, Bus. Mgmt. (5)
Douglas S. Nakamura, Maint. (5)
John E. Flynn, Environ. Lab. (5)
Harold C. Lyons, Contractor (5)
Gerald F. Cardile, Corp. Inst. Sys. (5)
John D. Peck, Prod. Prog. (5)
Thomas Rozzi, Personnel Mgmt. (6)
Richard F. Arpen, A-6/EA-6B Join/Str. (6)
Harold B. Austin, A-6/EA-6B Sys. Install. (6)
Frederick Scadin, EF-111 Struct. Mod. (6)
Arthur J. Bolomey, Mat'l. Ops. (6)
William K. Fitzpatrick, Plt. Mat'l. Stor. & Dist. (6)
John Lang, Repair Cont. (6)
Frank L. Downs, Mat'l. & Logist. Mgmt. (6)
Michael J. Klem, Trans. (7)
Lewis M. Shiminski, Trans. (7)
Carl J. Boeje, A-6/EA-6B Sys. Test (7)
Alfred J. Weber, Flt. Ops. (7)
Mariano A. Rannazzisi, Flt. Dev. Ops. (7)
Dennis P. O'Connor, Prog. Eng. - Elect. (7)
Robert J. Chalus, Struct. Sys. Test (9)
Harold G. Dorr Jr., Adv. Prog. (9)
Robert A. MacInness, Qual. Lab. (10)
Philip M. Palter, Metallurgical Engr. (12)
John R. Szymanski, Adv. Mat'l. & Process Dev. (12)
Charles H. Kunz, Spec. (12)
Richard L. Nemec, Meas. Std. Lab. (12)
James C. McNulty, Hyd. (14)
William H. Fusi, Hyd. (14)
John P. Hussey, Simul. Syst./Ops. (14)
Betty A. Skou, Camera Graph. (15)
Erik A. Eriksson, ILS Tech. Writing (15)
Robert J. Heuschneider, ILS Tech. Writing (15)
Cabell M. Turner, ILS Tech. Illus. (15)
Anthony G. Mauro, ILS Tech. Illus. (15)
William J. Barry, ILS Tech. Illus. (15)
David P. Cannini, Cust. Supply Req'ts. Mgt. (17)
Nick Giammarinaro, Trans. (20)
Alvin F. Card, Prog. Mat'l. Mgt. (25)
Peter J. Holzer, ILS RF/Servo/Elec. TPS Eng. (25)
Philip Epstein, ILS Dig. TPS Eng. (25)
Meyer I. Mazon, ILS Mech. Equip. Engr. (25)
Lawrence A. Feliu, Syst. Reliab. & Data Anal. (25)
Freeman F. Hines, Electro/Mech. Des. (25)
George Wegler, P.A. Motion Pict. Aerolog (25)
Bernard Farber, Prog. Mgr. E-2 (25)
Donald W. Callahan, Pricing & Propos. (30)
Mary Malenovsky, Repair Cont. (30)
Kenneth Anderson, Sm. Bus./Min. Bus. Office (30)
Richard N. Coyer, Tech. Reqmts. (30)
Thomas A. O'Dwyer, Cont. Revenue (30)
Charles W. Dougherty, Mat'l. Accounting (30)
Leslie Becker, Syst. & Cont. (31)
Rosina F. Fortgang, Food Serv. (35)
Louis Perotti, Electro Mech. Lines (35)
Romolo DiMaggio, Cont. Dev. (35)
Frank A. Dellamura, Comp. Proj. Mgmt. (35)
Robert V. DiMarco, Sys. Dev. & Applic. (35)
Michael J. Rossi, Sys. Sci. (35)
Edward C. Phillips, Eng. Ops. & Res. (35)
Helen R. Greiff, Dept. Ops. Mgmt. (35)
John J. Harriman, Corp. Qual. Mgmt. (35)
Elias A. Theodoratos, Qual. Eng. (35)
Paul D. Bell, Veh. Struct. Anal. (40)
Theodore W. Mann, Elect. Cable Fab. (43)
Charlton K. Clark, Prog. Mgmt. (43)
Anthony J. Linardos, Bus. Dev. (43)
Alexander J. Williams, Prog. Mat'l. Mgmt. (47)
Harold R. Brown, Train. Sys,. Prog. (47)
George R. Murch, Facil. (66)
Clifford Schilling, Mfg. Plann. (66)
Albert Ortiz Jr., Cammacorp. Pylons (77)
Fred H. Rutledge, Eng. (88)
Francis P. Ortolani, Inf. Res. Mgt. (105)
Richard J. Thomesen, ILS Comm. Cont. (106)
Theodore Ho, Prog. Qual. Mgt. (106)
William V. Reilly, Prog. Cont. (106)
Thomas F. Jaworski, ILS Test Prog. Set. Eng. Mgt. (110)
Martin M. Brooks, ILS Elect. Pkg. (110)
John C. Komst, Mfg. Prog. Mgt. (112)
Barnett Behrenfeld, Electro/Mech. Des. (112)
Joan H. Burford, Treas. Office (Grumman Corp.)

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Franklin K. Chen, Fighter Sys. Des. & Anal. (1)
Helen Oakes, Prod. Rel. & Anal. (2)
Bernard L. Barrett, Router & Shear (3)
Angela F. Hodgman, Mach. Ops. Mgt. (3)
Frank L. Schwartz, Plt. Supt. (3)
Eugene J. Feldhaus, Tact. Jam Sys. Des. & Anal. (5)
John B. Ball, Legal (5)
Joseph Eugster Jr., A-6 Upgrade (6)
Nancy J. Sellgren, Assy. Meth. & Plan. (6)
Maryann Richter, PPM - Comm. Prog. (9)
Franklin L. Headley, ILS Tech. Writing (15)
Vito J. Linsalato, ILS Tech. Writing (15)
Teresa L. London, Trans. Office (20)
Kim McCrosson, ILS Comm. Cont. (25)
Charles Vassallo Jr., Mgmt & Staff (43)
Ike Davis Jr., Insp. (66)
Joseph F. Spataro, Flt. Accept. (77)
Donald M. Robertson, Matl. Mgmt. (77)
James R. Johnson, A/C Avion. Sys. (502)

Personals

My sincerest thanks to my friends, co-workers and ESO for their thoughtfulness and sympathy during the recent loss of my mother. **Art Rapenport and Family**

I wish to thank all my friends, co-workers and ESO for their kindness and sympathy during the recent loss of my father. **Joe Lengyel Sr.**

My family and I wish to express our sincere appreciation to all my friends and co-workers at Grumman. Their kind expressions of sympathy were most comforting during the recent loss of my mother Candida. **Sal Bonora**

The children of John F. McArdle wish to express sincere appreciation to everyone at the Milledgeville Operation and everyone on the EF-111A program for their kind expressions of sympathy during the recent loss of our father.

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my mother. **Vello Noormae**

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my father. **Dick Sarraffe**

I want to thank all of John's co-workers, the people in my own department in Plant I and ESO for being so kind and generous. I would also like to thank the personnel in the Insurance department for caring so much. It's impossible to find the appropriate words, I love you all. **Judy McGloin**

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my mother Louise. **William Paulik**

My family and I wish to express our sincere thanks and appreciation for the offers of help and the expressions of sympathy from the Grumman family and to all my father's friends and co-workers. **Charles A. Gardner Jr.**

I want to thank my generous co-workers for giving me such support following the recent death of my wife Judy. **Greg Argust**

'Strive For The Best' Gavin Tells Scholars

Not every kid gets to play hookey and take the principal along, all with an approving nod from mom and dad.

But for 14 graduating high school seniors, that was the case. On June 10, Grumman's 1985 Science and Engineering Scholarship winners and alternates skipped classes and attended a luncheon held in their honor at the Milleridge Cottage in Jericho. Also in attendance were their parents, guidance counselors and school principals.

Joining the ranks of some 500 scholars since the inception of the scholarship program in 1944, these students were selected from a total of 187 applicants.

The 12 scholars will receive grants of up to $4,500 per year for tuition assistance. The winners and the two alternates are also offered employment at Grumman for four summers prior to college graduation. After graduation, they will all be offered jobs.

The luncheon speakers provided both inspirational and practical advice to the young scholars.

Dr. James Conti, vice president for educational development and director of the L.I. campus of Polytechnic Institute of New York, discussed scientific, technological and engineering opportunities the graduates are likely to face as they take their places as molders of the 21st century.

Chairman of the Executive Committee Joe Gavin used the now infamous $659 ashtray to make some more immediately practical points.

"Here is a case where the engineering value and the eyeball value obviously failed to correspond," he said. "You must always strive for the best in your studies and as engineers and professionals. But you cannot think like engineers all the time. Try to get different views and perspectives on everything."

The class of 1985 and their assigned Grumman advisors are:

Sheri Barker - Columbia University. Grumman advisor: Harry Armen, Structural Mechanics, Pl. 35.

Thomas Bolton - Princeton University. Grumman advisor: Suzanne Wenz, Advanced Material and Process Development, Pl. 12.

Walter Egbert - Princeton University. Grumman advisor: Michael Glatman, Structural Design, Pl. 5.

Marilyn Hirsch- University of Pennsylvania. Grumman advisor: Max Wertheim, Electrical Equipment Design, Pl. 35.

Howard Katz - Princeton University. Grumman advisor: William Burke, Software Support, Pl. 35.

Philip Kuhn - Massachusetts Institute of Technology. Grumman advisor: Dr. Justus Riek, Data Systems, Systems Integration, Pl. 237.

Peter Lobl - SUNY at Binghamton. Grumman advisor: Peter Heinen, Masters Fellowship, Pl. 35.

John Lugbauer - Virginia Tech; Grumman advisor: John Ewen, Structural Design, Pl. 40.

Eva Lum - Harvard University. Grumman advisor: Lorraine Hart, Data Systems, Design and Development, Pl. 237.

Matthew McCarty - Massachusetts Institute of Technology. Grumman advisor: Anthony Tornabe, Structural Design, Pl.40.

Karen Minasian - Brown University. Grumman Advisor: Kristin Wile, Data Systems, Research & Development, GHQ.

Benjamin Waldman - Harvard University. Grumman advisor: Cecelia Jankowski, Computer Design, Pl. 35.

The alternates are:

Philip Hess - Union College. Grumman advisor: Michael Pick, Data Systems, GHQ.

Jeffrey Siegal - Massachusetts Institute of Technology. Grumman advisor: Janet Schuman, Software Applications, Pl. 31. ■

Grumman's 1985 Science and Engineering Scholars are: (back row, L to R) Thomas Bolton, Howard Katz, Matthew McCarty, Peter Lobl, Walter Egbert, John Lugbauer, Philip Hess, (front row, L to R) Benjamin Waldman, Sheri Barker, Karen Minasian, Philip Kuhn, Eva Lum and Marilyn Hirsch, (not pictured) Jeffrey Siegel.

News Briefs

Lifetime Of Life Giving

Donating 16 gallons of blood over the course of almost 45 years is quite an accomplishment, but Dave Finkelstein is quite modest about it.

Finkelstein, the recent recipient of the Long Island Blood Services 16-gallon pin award, donated his first pint of blood in October of 1941. Later, during World War II, there was an ongoing Red Cross Alert for blood donations to aid American soldiers. Finkelstein gave regularly, and it became a habit that he kept up after the war.

"Anyone who's healthy can give over a long period without any ill effects," says Finkelstein, an associate logistics requirements analyst with ILS Supply Operations in Plant 39. "Even before I worked for Grumman, I usually went on my own five times a year, which is the maximum. So before you know it, it adds up."

Grumman Vice President Al Verderosa, 1985 chairman of the Grumman Blood Program, presents Dave Finkelstein with 16 gallon pin award. Looking on is Paul Colon, '85 program director.

Travelers Alert

Recent developments in the Middle East and Europe demonstrate that the nature of your job could place you in additional jeopardy.

Corporate Security advises Grummanites on foreign travel – business or pleasure – to eliminate items that identify them as employees of a defense contractor. These items should be put in checked baggage or left at home:

Luggage tags with the company logo.
Tie tacks or lapel pins.
Business cards.
Identification badges.
Company publications.
Paperwork.
Any other identifying material.

Grummanites should also refrain from discussing their employer or their work with anyone other than business associates.

Weighty Distinction

Grummanite Bruce Catterson was named a fellow in the Society of Allied Weights Engineers (SAWE) at the group's recent annual conference. Fellows are chosen for distinction in mass properties engineering.

Catterson is an engineering/computer specialist in vehicle engineering – weight and mass properties control. He has been a Grummanite since 1959.

COCO Hackers Unite

COCO users are banding together. No, they are not people who drink a lot of hot chocolate. They are folks who have TRS-80 Color Computers (COCO) and they are forming their own club.

Current plans call for meetings to be held once a month in Plant 28A. The club's first meeting has not been scheduled yet, but the organizers have collected a substantial library of programs for the club. They also plan to have lectures on subjects such as COCO hardware, software and programming.

If you'd like to join the group, call George Graf, Ext. 58885 or Edward Walch, Ext. 55924.

On Line in Plant 5

An on-line searching service is now available in Plant 5. Users have access to over 300 databases covering business intelligence, engineering, finance, law, marketing, science, and other disciplines.

The service is located on the second floor, near pole C-13. Research Librarian Tom Rees is available for assistance.

Personals

My family and I wish to thank Grumman ESO, friends and co-workers for their kind expressions of sympathy during the recent loss of my mother Frieda. **Bill Botticello**

My family and I wish to express our sincere appreciation to my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my wife. **Ron Heitzmann**

My wife and I wish to express our sincere appreciation to ESO and all our friends at Grumman for their cards, flowers and tender words of sympathy in the loss of our son Daniel. Your genuine concern helped us through a very difficult time. **Ed Merriam**

My family and I would like to thank Grumman ESO and all my Plant 1 co-workers for their sincere expressions of sympathy in the recent loss of by brother Daniel. **Eric Merriam**

My family and I wish to express our heartfelt thanks to my co-workers in ESO and all of my friends at Grumman for their cards, letters, flowers and support during the recent loss of my grandfather and sister. **Gary C. Flatley**

The wife of Jack Gompers and his family wish to express their sincere appreciation to all the members of the Grumman family and ESO for their kind expressions of sorrow on the recent loss of her husband. **Loretta Gompers**

My family and I wish to extend our thanks and appreciation to all of you at Grumman who helped sustain us through our time of grief at the passing of my dear wife Mary Rose. Your personal expressions of sorrow and understanding will always be cherished. **John Mathews**

My family and I wish to express our sincere appreciation to my friends and co-workers for their kind expressions of sympathy and donation to the cancer fund during the recent loss of my father. **Vern Viola**

Carpools

Brooklyn (Bensonhurst, Bay Ridge area) to Bethpage: join existing car pool, hours 8:12 a.m. to 4:40 p.m. call Joe Canciglia, Ext. 55934 or (718) 256-0514.

Manhattan (East Village) to Bethpage: wish to join a car pool, hours 7:48 a.m. to 4:18 p.m. call Stephan Kostyk, Ext. 56899.

Scorecard

Marathon Effort

Unlike last year's balmy temperatures and scorching sun that sapped the strength of many runners, the 1985 L.I. Marathon got off to a cool start.

This year's long distance racers enjoyed blue skies and gentle ocean breezes as they traversed the course from Eisenhower Park in East Meadow to Jones Beach and back again.

Temperatures during the race, which began at 8 a.m., hovered between 65 and 70 degrees. The mild headwind that the racers faced did more to cool them off than slow them down.

Mel Gough, a manager in Plant 5 Advanced Aircraft Systems, finished first in the 50 to 54 year old age bracket. His time of 2:58:47 placed him 57th overall in the complete marathon.

Gough, who runs in about 20 races a year, had raced in the Boston Marathon only three weeks before the L.I. run. "I just love to run. The competition in the races is really thrilling. And the weather here on Long Island was considerably better than that in Boston," he says.

Twelve members of the Grumman Road Runners Club completed the 26.2-mile marathon, while more than 40 other Grummanites ran in the 13.1-mile half-marathon.

Among the Grummanites crossing the finish line (with time and overall place) were:

Full Marathon - John McKim (2:52:36, 31); Keith Barron (3:17:45, 193); Bob Skirkanich (3:24:32, 285); Bob Phear (3:25:57, 312); Jim Marron (3:37:11, 466); Gary Symansky (3:43:02, 547); Roy Lockwood (4:03:27, 855); Delwin Morrison (4:18:02, 1002); Robert Nagy (4:26:56, 1122); Frank Giorgio (4:33:53, 1191); Ted Romer (5:42:05, 1499).

Half Marathon - Ed VonBevern (1:14:25, 13); Mark Child (1:14:40, 16); Ray Wise (1:20:14, 62); Bob Farrell (1:22:32, 125); Ron Monroe (1:23:41, 154); Tom Maier (1:24:30, 177); John Kogel (1:28:06, 270); John McErlean (1:28:17, 276); Charles Martin (1:31:03, 407); Brian Hasenzahl (1:31:47, 440); John Hammerstrom (1:33:45, 520); Steve Tarpinian (1:34:28, 564); Alan End (1:36:37, 686); Mark Loiacono (1:37:59, 785); Dawson Hunter (1:40:11, 924); Odd Sangesland (1:41:48, 1074); Tom Needham (1:42:19, 1109); Harvey Eidenoff (1:42:37, 1139); George Skurla, Jr. (1:42:49, 1152); Pat Masterson (1:43:30, 1230); Margaret Engeman (1:43:35, 74); Bob Bruhl (1:44:20, 1298); Mike Tedesco (1:45:22, 1378); Art Angst (1:46:04, 1442); Jim Apgar (1:49:20, 1792); Chris Hasenzahl (1:49:23, 1799); Eileen Miller (1:50:11, 153); Eileen Harper (1:52:30, 183); Bob Reuter (1:54:31, 2351); Tauni Young (1:59:40, 329); Irwin Solomon (2:01:37, 3086); Walter Thomas (2:02:54, 3174); Bob Nolan (2:05:51, 3373); Charles Burke (2:08:54, 3548); Dean Pfeffer (2:10:10, 3599); Julia Brooks (2:15:10, 642); Michael Weiss (2:17:45, 3945); Nick Denezzo (2:13); Bill Walden (1:41); Jay Stewart (1:47); Stan Stone (1:50).

Hole-In-One

Paul Havekotte, an F-14 engineer in Plant 1, will always remember his recent links outing at the Sunken Meadow Golf Course. At the blue course's 137-yard, par three, third hole, he hit a perfect drive that reached the green and rolled true for his first ever hole-in-one.

"I've been golfing for 15 years. It's quite a feeling seeing that ball sail through the air, hit the green and then just sink itself. I wish they were all that easy," says Havekotte.

Finishing the game with a 45 on the par-35 course, Havekotte noted that they are not all that easy. "I messed up a few holes later on, but, oh that third hole – it sure was nice."

Witnessing the event were his wife Georgette and Grummanites George Rumph and Nick Stratakis, ILS engineers in Plant 25 who were paired with the Havekotte twosome.

Golf Tourney Kicks Off

Golfers, practice your putting and perfect that swing. The annual Grumman Recreation Golf Championship and Kickers Tournament is just a month away.

Annual tourney play tees off at 8:30 a.m., on Tuesday, August 13. Play will take place on the rolling greens of the Rock Hill Country Club in Manorville, L.I.

An entry fee of $30 must accompany registrations. Sign-ups begin today at the Recreation office in Plant 28A. Reservations will be taken on a first-come, first-served basis. There is room for 144 Grumman golfers, so get your foursome together now.

The entry fee covers greens fees, a buffet and beverage hour, trophies and kicker prizes. Golf carts are available at the club for $15 each. Carts can be reserved at the Recreation office and picked up at the country club's pro shop on the morning of the tournament. Locker facilities are also available for $1 at the club.

There are over 15 trophy divisions for men and women. All competitors will be eligible for kickers prizes. Names will be drawn from a hat. Foursomes must check in at the club house with Recreation's Mike Cherry 30 minutes before the start of the tournament.

When 18 holes are completed, foursomes must return promptly to the clubhouse and turn in their scorecards so that the buffet and beverage hour can take place on schedule. Trophies and kickers prizes will be awarded after the dinner.

Senior golfers wishing to compete in the age 50 and over division must advise Cherry at the starting tee. Individual golfers can win only one trophy (gross and net awards). Low gross ties will be settled on the first hole.

For further information, call Mike Cherry at the Grumman Recreation office, Ext. 52133, or Rock Hill Country Club at 878-4848.

Next Issues:

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Plane News, August 9

Big Tryout For Little Leaguers

You'd think these 17 boys were taking a geometry test instead of playing baseball at Eisenhower Park in East Meadow, Long Island. There was no laughing, talking, or joking around. The only voices heard were those of the coaches.

In fact, June 21 was final exam time for these Nassau County boys aged 10, 11 and 12. They were vying for six spots on a Grumman-sponsored all-star team that will play the Nanshiki team from Tokyo, Japan, at the Grumman Family Picnic at Calverton on July 27. After they take on the Japanese boys, they'll play several New York City Police Athletic League (PAL) teams.

The all-star team will be made up of six boys from Nassau and another six from Suffolk County, plus two alternates. The top three players from each Nassau Police Boys Club had been invited to try out for the Grumman team.

These 17 boys were the first cut survivors, and they were dead serious about making the Grumman team. Even food was secondary. Commenting about his son Christopher, Bob Gannotta of North Merrick said, "He usually goes through three slices of pizza and a bagel when he comes home from school or practice. This week . . . nothing!"

And what of the prospect of playing the Japanese boys? "I always heard they're pretty good ballplayers," said Anthony Galeotafiore of Bethpage. Timmie O'Hagen of East Rockaway could vouch for that. "I saw them play before. My older brother Jimmy played for the Grumman team two years ago against them. They were very tough."

Gary Krupski and his team of Nassau County Police officers-turned-coaches were less concerned about the Japanese. Krupksi, a retired New York City police officer who spent the last decade of his career working with youngsters in the PAL, stood on the outfield grass watching infield prospects handle grounders. He was soon to choose which six boys would make the team. "It's tough when you get to the point where you have to tell a kid he's not going to make the team." ■

There were 17 young ballplayers trying to snare six spots on the Grumman-sponsored team that will play youths from Tokyo, Japan.

Grumman Plane News
1111 Stewart Avenue
Bethpage, N.Y. 11714